

TITLE VI COMMENTS, April 25, May 20, 2017

Comment #	Title VI Comments
1	It was very informative
2	Please don't disregard my comments because I'm from Maryland. I live closer to this proposed trail system than most DC residents (use). Great representatives from DDOT. Beautiful presentation, would have been difficult to comprehend without explanation by DDOT staff. Thanks.
3	Add a new circulator route that connects NE w/ Union Station - ask WMATA to increase frequency of D4 bus route that connects downtown w/ Ivy City. Also ask them to run the complete route (Dupont Circle to Ivy City) throughout the day and not only in the mornings and evenings.
4	Worried about piecemeal approach - could have widened bridge for no-motorized (travel) during construction, but you didn't. People are dumb, take the path of least resistance. Bikes on one side, peds on the other is unlikely to be enforced, will lead to hurt feelings or hurt people. Concerned about elderly as driving force against multi-use facilities in Ward 5. Too many ideas shut down because they don't want change - keeps Ward 5 industrial. Concerned about catering to MD commuters - why not remove a lane and have one lane as time adjustable like Connecticut Ave NW? Annoyed that location for meetings doesn't have adequate bike parking! No more meeting at Holiday Inn!
5	I prefer Concept 1 with the cycle track on the north side of NY Ave with several crossing points to the south side to get to businesses. My north side preference is because there are so many crossings & curb cuts on the south side that are dangerous for cyclists. I like the idea of going on the former RR Bridge by Montana Ave because after Montana Ave there are lots of curb cuts on the north side of NYA but it needs to connect to Bladensburg Road safely for cyclists and it needs to connect to the Anacostia trail. I like the idea of connecting the NYA trail directly to the MBT at the western end of the bridge. NoMa BID is planning a park along the MBT & the connection looks like it might go on the south side of the park and between the Park and NY Ave. Go ahead and build West Virginia Ave cycle track perhaps we can wear the one block of residents down. Montana Ave, north of NY Ave needs a climbing lane, also southbound cyclists on Montana Ave who want to cross NYA to get to the Arboretum need some signage to be able to do that safely.
6	I've always found NY Ave to be a "gateway" into DC. I strongly encourage some signage that clearly indicates "Welcome to DC, Nation's Capitol" with either banners from light poles and/or other symbols (i.e., DC Flag, Nation's Capitol, etc.). I'm grateful to the DDOT team for sponsoring an event that offers dialogue and options to be discussed. Thank you in advance for your cooperation.

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7	I'm concerned about the demographic that pushes for bike paths versus the people that are current residents. Do bike path advocates in cities that say they are improving neighborhoods consider that bike paths may lead only to housing/shops that are not financially accessible to others? I currently live in a new building that has definitely priced people out. I just hope the bike paths consider current residents or making neighborhoods accessible to all kinds of people not just those that can afford apartments in new buildings @ \$2k/month for one bedrooms.
8	Good idea.

COMMENT FORMS, April 25, May 20, 2017

Comment #	Comments
1	A smart technology biomedical research and development center (to) be established at corridor now vacant and awaiting construction. It is to be an arm of NIH to work in confluence with universities and corp development of a branch of medicine to facilitate neurological development and health monitoring using wearable technology. To assist with the process suggest a software development and spacial programming emphasizing use of telework. For scenic purposes a broadening of NY Ave with historical markers and the insertion of a streetcar lane to N. Capitol St.
2	I currently walk down New York Avenue everyday to catch the metro to work. As you know it's a harrowing journey! My biggest concerns are having protected bike lanes and also pedestrian space. I'm happy to see that safety and beautification are prioritized in the plans. I also very strongly that the VRE storage facility should not be located along New York Ave. It would also be great if our area had a Circulator Bus. My husband and I live in Ivy City (we bought a multi-family so we can't use the Hecht Warehouse shuttle) and we would love to have transit service to our area. Maximize the sidewalk width on the south side of NY Ave to accommodate cyclists who've crossed over from the north cycle track to get to businesses. Connect this project to the South Dakota Ave improvement project.
3	I trust this is a reality and not just a dream
4 (pop-up)	NON-PROJECT QUESTION - What is DC trucking route? Is part of it on the 2800 block of Channing Street NE?
5 (pop-up)	Longer lights for pedestrians and bikes; wider sidewalks to accommodate bikes; signage for increased pedestrian visibility - increased driver awareness of pedestrian zones.
6 (pop-up)	Street lights need longer time for pedestrians!!! 'Safe zones' in the middle of the street will not work! NON-PROJECT - Please address short timing of street lights on S. Dakota Ave and 31st St. the crossing light for pedestrians is too short. A study such as this one would be useful. Also need more (and brighter) street lamps on 30th, Adams, Channing & Douglas Streets

NEW YORK AVENUE STREETSCAPE AND TRAIL SURVEY, April 25 - May 21, 2017	
Question #1	How important are the following to you? (a) Separation between bicyclists and pedestrians; (b) Minimized conflicts between cyclist and vehicles; (c) Decrease of hard surfaces and increase of green space and vegetation; and (d) Wide sidewalks for pedestrian use only. Please rank in order of priority: 1=highest to 4=lowest
Comments	
1	Separating bicycles from vehicles on NY Ave is massively important. Cars drive REALLY FAST on that road!
2	Safety is of utmost importance--separation between cars, pedestrians and cyclists is key to making any area safe for all. NYA is a key byway for cars--in order for this to be a key byway for cyclists, the bike lane must be protected and wide to ensure speed is an option.
3	I think that having a bikeway that is separate from pedestrian sidewalks and is vitally important because pedestrians should always have their own path free from cars or bikes. As a regular bike commuter I realize the importance of not riding on pedestrian sidewalks and always try to find routes where I can ride on the street. However NY Ave is too busy and too car dominant to comfortably or safely bike on the street. While I love green space as much as the next person, DC has many open green spaces (traffic circles, parks, planted medians, etc.) and in this case I feel that creating a safe and accommodating corridor for cars, bikes, and pedestrians is far more important than green space. Creating a bike friendly passage to outer NY Ave. will give such increased vitality, and livability to the businesses and residents that are emerging in this previously isolated and underdeveloped neighborhood.
4	Even with bike lanes, cars/buses/taxis still swerve into the bike-only lane causing many close-calls. We need as much infrastructure as possible to prevent cars from entering bike lanes.
5	Dedicated bike lanes, wide sidewalks and more crosswalks would all make New York Ave much more appealing for everyone and boost business along the corridor.
6	Bicycle infrastructure improves cities in so many ways so that is my first priority! The more biking infrastructure we have, the more it will encourage people to bike, which makes cities safer, cleaner, and easier to navigate.
7	Please please encourage less car usage and reduce number of cyclist deaths.
8	Sharing the road with drivers makes me significantly less likely to use that route.
9	NY Ave should be elevated or underground. It is too congested
10	Separated use for bikes will make the sidewalks more enjoyable
11	All of these are very important
12	I would like bike lanes to be at least 12' like the Falls Church plan, especially if off road, with well delineated lanes. Green space is important as long as it doesn't decrease the width of the bike lanes.

NEW YORK AVENUE STREETScape AND TRAIL SURVEY, April 25 - May 21, 2017	
13	I do not believe pedestrian traffic along north side of NY Ave will be significant. Mixed use path on north side is ok but north side will be dominated by bikes. South side retail and residential redevelopment (Ivy City, etc.) can be accommodated with a wide shared sidewalk, esp. since Okie street will provide an alternative.
14	I'd like to see urban design where the priority is people, not automobiles. I think bicycle safety is extremely important and I would like to see that reflected in the final design. My priorities are 1) pedestrian and bicyclist safety 2) increasing green space one of the great benefits of urban life is being able to get to your destination without a car. Thank you, Matt
15	Sidewalks are very narrow and pedestrians are too close to fast moving traffic.
16	High congestion and slow motor vehicle traffic makes for a high stress environment for drivers and often increases aggression. Make the NY Ave corridor safer and more attractive to cyclists and pedestrians and everyone will get where they're going faster and with less stress.
17	I want the vegetation and green space as a separation as drivers don't know how to drive in the lines, but I also want it because we don't have enough green space.
18	Give priority to people walking and biking wherever possible.
19	Most important to me is separation between cyclists & vehicles, especially vehicles traveling >25 mph.
20	As a homeowner in this neighborhood, I want to see the street remade for humans again, not cars. I want it to be pleasant and safe for pedestrians and cyclists and ensure that car speeds are low. I want a cycletrack for cyclists, at least a 8' wide pedestrian space, and full street trees and greenspace. I would be very upset if no bicycle infrastructure were added.
21	A physical separation between bikes & pedestrians and automotive traffic such as concrete, planters, or curbs, is significantly more important than bollards. Reducing and enforcing limited turns across the lanes is also important.
22	The worst thing about the virtual circle is the car traffic!! If you all would just fix the actual crosswalk signals people and cars would not get so confused. Right now, the lights are all random and the crosswalk signals are totally inconsistent and inaccurate. They'll count down from 12 then immediate start over again at 10. Or they'll sit there on red when you can clearly walk. This is why pedestrians are mad. But the cars and bikes have it WAY worse and that traffic flow should be the priority.

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23	Why can't D.C. be the bicycle capital of the US- not be afraid of upsetting drivers? And how about basic speed limit enforcement? Too much to ask for ? Cars regularly drive 40 -50 mph on community streets where the posted speed limit is 25 - yet rarely if ever do I see a driver stopped for speeding / reckless driving - by this, we tacitly endorse speeding and reckless driving.
24	While all of these are important, separation of cars and cyclists is more important.
25	As long as the bike/walkways are wide enough, it should be possible for both cyclists and pedestrians to use them safely.
26	I support the greatest possible effort to reach Vision Zero goals and to make DC cycling transportation seamless and easy. The better cycling facilities the easier it will be for my family and I to choose bicycling when we take trips around the city. -Concept 1 is a great idea to have separated bicycle and pedestrian facilities, but I worry about crossing back to the south side. -I love any changes that add greenery and improve stormwater management. This is preparation for climate change at its smartest.
27	Can't wait to see DDOT deliver substandard cycling facilities!
28	Thanks for undertaking this project and providing more safe places for cyclists in DC!
29	In addition to minimizing conflicts between vehicles and bicycles, also just as important is making the path friendly to bikes and easy to access
30	A safe cycle track for bikes is a critical addition to this area - I am often deterred from biking in that area because of the lack of safe routes. I would go to businesses in that area more often if there were a cycle track. Connecting that track with other bike infrastructure would also be key.
31	Mixed use paths are generally hated by both pedestrians and bikers just as much as sharrows are hated by both cars and bikers. Separating the three uses (ped, bike, car) is my top priority.
32	Just want safe space for biking, walking, running in that area.
33	I am a biker and I also have a car. About 50% of my commute and getting around DC is by bike and the rest is shared between metro, uber and car. Whatever the concept is, I think it is crucial to maintain the current width of the road. I live in Eckington and every day see thousand of commuters trying to get into the city. So I think this should be a priority, because in all honesty, almost no one walks to Ivy City. I bike there occasionally, but in present conditions it is suicidal to do it on NY Ave, so I go on the side streets. If the current width of the road can be preserved, then I would choose Concept 2 as the highest. But I dont know how you can possibly achieve that? There are buildings all along the south side of the ave and bridge restrictions on the north, so how can you put in a bike route, a pedestrian path and keep the current 3 lanes of traffic in each direction is a mystery to me.

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34	trees would be nice if they don't encroach on the space needed for bikes and pedestrians. but they require care and feeding! lots of curb cuts for businesses. get property owners to set up an improvement district. what development requirements for Hecht Co. props on both sides of NY Ave? Bus parking? Big development site under construction? Access to bike path recently completed at Anacostia bridge? access to Costco shop. center?
35	Please, please include separated bike-only paths. Combining bicycle and pedestrian areas is just asking for trouble and creating a problem that needs to be fixed later on.
36	Bicycles are vehicles! revise survey language to something like "minimized conflicts between bicycles and motor vehicles."
37	Pedestrian - cyclist conflicts are much lower risk than car - pedestrian/cyclists conflicts, and I think road design should reflect that. I think education and signage would help with pedestrian - cyclist conflicts, while I think infrastructure changes (and enforcement of traffic laws) are necessary to protect cyclists and pedestrians.
38	A protected bike route is the most ideal and would provide increased safety for people on bikes and on foot.
39	I am encouraged that DDOT is looking at these improvements in this area - very overdue and much needed! Thank you!
40	I would prioritize separation between vehicles and cyclists, but that's not an option here.
42	I frequently bike on these streets, as well as drive, so I can attest to the dangerous conditions that exist daily.
43	As cars are the principal threat to bikes, I ranked that highest.
44	my primary thoughts are bicycle and pedestrian safety. considering the increased density and traffic in WDC I prefer separate space for each: vehicles, bikes and pedestrians.
45	Safety for everyone is my number 1 priority, recognizing that cars, pedestrians, and bikes all share the road regardless of how it is set up.
46	Improved bicycle safety!
47	Please give bike commuters safer ways to get across the city. Consider protected bike lanes at every opportunity.
48	More trees! They convert co2 into oxygen!
49	Trees are great, but prioritize cyclists and pedestrians! Kthx
50	Cyclists should not be on any city sidewalk; pedestrians have a right to be safe. Many cyclists also operate their bikes in an unsafe manner when they ride with vehicular traffic. Many cyclists do not wear helmets and weave in and out of traffic and cause problems.
51	The most dangerous thing for a bicyclist is having to interact with a driver of a car. Separated and PROTECTED infrastructure is of utmost concern to me.
52	Why are we putting cyclists next to NY ave? Who wants to cycle there?
53	Ease of crossing NY Ave at most blocks is an important criteria too
54	Thank you for pursuing SAFE bike accommodations.

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55	Prefer to keep bicyclists closer to their likely destinations, which are mostly on the south side of New York Avenue. Consideration should be given to maintaining New York Avenue NE's function as the primary auto/truck route in and out of the city to the Northeast, a function to which is well suited, since it runs adjacent to the railroad which already forms a barrier. Traffic noise, pollution etc. is also less of a consideration since there are relatively few residents to be affected. Through traffic has to go somewhere; unless we are digging a tunnel it should go on New York Avenue NE.
56	Ensure that design treatments are compatible with potential future bus service on NY Ave. For example: 1) don't install large tree pits at logical sites for future bus stops. The new planted strip at the Hecht's development is great for runoff and streetscape, but it means that bus stop installation will require tree removal and concrete work. 2) If a cycle track/shared path is built next to the roadway, floating bus stop boarding islands or other design treatments should be used to minimize conflicts between bus riders and through cyclists
57 (pop-up)	No bike lanes, too dangerous, maybe a wider sidewalk that incorporates a bike lane. It's too dangerous to have a bike lane in the street on NY Ave.
58 (pop-up)	Love bike and ped protections especially with vegetation.
59 (pop-up)	The issue o movement/pedestrian & bicycle through traffic cicles and tunnels needs urgent addressing
	Addition of a safe promenade to be occupied/used at all times.
	Pedestrian Only' doesn't work in DC -either tourists or convenience.
	As a non-driver and frequent biker, cyclist and pedestrian safety is my biggest concern.
	Cyclists need to be able to use the sidewalk, too. Have signs to remind both to respect each other and to be courteous.
	STORM H2O MGMT and green infrastructure must be an essential element to continue pollution from road and vehicles is irresponsible and unlawful this is a good opp to fix it.
	Keep bike lanes in neighborhoods to minimum
Question #2	Rank the concepts shown above in order of preference (1=top choice, 4=least favorite) ... >> Concept 1: Raised cycle track and sidewalks; Concept 2: Shared use path with open space; Concept 3: South side cycle track and sidewalks ; and Concept 4: Sidewalks and streetscape only (includes bicycle route off of New York Avenue)
COMMENTS	
1	I definitely think New York Ave needs an option for cyclists.
2	I live in Eckington and would also need a safe way to bike to New York Avenue. Cars drive very fast over the bridge and I move slow on the bike given the slope.

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3	Bike lanes should be right next to the Ivy City development. Not the other side of the road. so that way riders can find themselves accessible to restaurants, Crossfit, shops, etc.
4	It would be interesting to see costs (or at least a rough estimate (i.e. \$ to \$\$\$\$).
5	Pedestrians and bicyclist need CLEAR indications of where each should walk. Otherwise, they will get in each other's way. Second, having an unprotected bike lane (where cars can hop over a curb is not safe at all. Especially when cars go fast on Florida and get desperate during rush hour.
6	concept 3 will have more interaction of cyclists and vehicles turning, so it might not be good either.
7	Raised South side cycle track would be most preferable, if possible. Thank you for listening!
8	keep bikes off west Virginia ave ne
9	While I that Concept 3 provides a separate bike lane, I would worry that being on the south side of the street would mean potentially scary interactions with cars turning into businesses on the south side. My preference for Concept 4 over Concept 3 is dependent upon there being additional bike infrastructure off of New York Avenue, though -- I'd rather have a bike lane on New York Avenue than no additional bike infrastructure overall. But Concept 1 definitely seems like the no-brainer first choice -- it gives bikes a designated lane to use, connects to Metropolitan Branch Trail easier, and means fewer interactions between bikes and cars.
10	Putting pedestrians and cyclists on a normal sidewalk is a recipe for injuries and conflict. Even if advised to have pedestrians on one side and cyclists on the other by clear signage, there will end up being both travelers on both sides.
11	I appreciate concept 1's potential for reducing car/bike conflicts as well as keeping pedestrians safe
12	I believe in sharing the road, so prefer the idea of separate bikelanes next to the road instead of off-Avenue options
13	The main priority for me is having cycletrack
14	http://www.fallschurchva.gov/DocumentCenter/View/4718 Something like this is preferable. 12' wide bike lanes (instead of 10') whether off road or on, but especially if you go with #4. A connection to the MBT along the Anacostia.

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15	<p>I'm a 40 year resident of Capitol Hill and an avid biker, with time to ride now that I'm retired. It's amazing how the Metropolitan Branch and Anacostia Trails have altered people's perceptions of the east side. I've lived through the Capitol Hill recovery and am eager to see the ongoing rejuvenation of long-distressed east side neighborhoods. A serviceable bike and pedestrian route along the NY Avenue corridor is important, but a shared use path is ok with me. I am an avid biker but ride at a moderate pace and play well with pedestrians. Wide sidewalks usually work fine. Landscaping is important because NY Avenue is an eyesore and a major negative influence on the bordering neighborhoods. Gentrification from Capitol Hill and Brookland will squeeze the NY Ave. corridor from both sides. Trinidad and Ivy City are already turning around, which I never thought I'd live long enough to see. NY was turned into an ugly commuter sewer decades ago. It needs to be reclaimed. Don't stint on the landscaping. This is about reclaiming an important swath of the city from sheer squalor as well as creating an attractive gateway to the city for people coming in along U.S. 50. Bike and pedestrian access is an important part of the formula, but beautification and neighborhood revival should drive this train.</p> <p>FWIW, put more stoplights along NY Avenue. Rush hour traffic moves at a crawl anyhow. Lights wouldn't hurt and might help, and more crossings would certainly help the surrounding neighborhoods. The idea that NY Avenue could be a limited access, high speed expressway may have made sense in 1965, but today it's sheer nonsense once you are west of the Anacostia.</p>
16	<p>I'd like to see urban design where the priority is people, not automobiles.</p> <p>I think bicycle safety is extremely important and I would like to see that reflected in the final design.</p> <p>My priorities are</p> <ol style="list-style-type: none"> 1) pedestrian and bicyclist safety 2) increasing green space <p>one of the great benefits of urban life is being able to get to your destination without a car.</p> <p>Thank you, Matt</p>
17	<p>I don't think Concept 4 is actually a viable option. Any bike route off NY Ave for substantial length of Fla Ave to Bladensburg corridor will be circuitous, meaning many people will continue biking in road or on sidewalk of NY Ave.</p>
18	<p>I can't see or understand your images well so this is my best guess.</p>
19	<p>If the driving lanes on New York Avenue are modified to create a protected cycle track, traffic would get worse. We need to allow safe and easy local bike passage without disrupting a major commuting artery. There are enough bottlenecks on this route.</p>
20	<p>should definitely have a separated cycletrack, raised would be best with heavy NY Ave traffic. shared path isn't nice - i hate that along the MBT on 2nd St. NE</p>

NEW YORK AVENUE STREETSCAPE AND TRAIL SURVEY, April 25 - May 21, 2017	
21	I prefer the south side separated cycle track because access to the north side can be difficult (crossing lanes/lights) and not much cycle/foot traffic will be coming off the north side of NY Ave because of the rail yards blocking off access to the neighborhoods above.
22	Prefer north side for through riding, but do want safe crossings to businesses on South Side.
23	I think a dedicated two-way cycle track is the most important feature of this project.
24	You have to separate bicycles completely. Bikes too close to pedestrians will cause collisions by clueless or arrogant pedestrians. This will also reduce the speed that bicycles will be able to travel (important for commuters).
25	Combined bike and pedestrian facilities usually means wide pedestrian facilities with bikes aggravating pedestrians.
26	Sharing a path with peds and bikes is ridiculously stupid and dangerous.
27	Concept 3 would probably be the best, but given the high cost I think Concept 1 is my first choice. I seriously doubt the green space in Concept 4 would really get much use so I hope that's the absolute last option considered, plus I strongly disagree with having the bicycle tracks off NY Ave - the routes wouldn't get nearly as much use as a good protected lane on NY Ave.
28	I don't know what the alternate cycle route would be, so I rated that one lowest...but it could be a perfectly good option!
29	Separated facilities for bike/ped is important, but shade and barriers between cars and bikes is also important. Lowering traffic speed and making NY Ave less stressful is critical.
30	New York Ave is one of the most direct routes to various locations in the city. Cyclists WILL cycle on it, even if there is a bike route off of NY Ave. Thus, it is imperative to protect cyclists on this route rather than just hoping they will use another path.
31	Can't wait to see DDOT deliver substandard cycling facilities! Put one bike lane on each side of the road. That is best practice. Some random guy on the internet shouldn't need to tell you that your designs are not up to best practice.
32	For Concept 1: Major changes are needed to the New York and Florida Ave intersection to create safe access to the bridge. In its current configuration, the bridge is not suitable for people on bikes. Idea for improvement: At the bridge, while the bicyclists get squeezed to a too-small and inaccessible sidewalk, New York Ave widens from 71 feet to 82 feet across and driving lanes lanes widen from 11 feet to 12 and 13 feet with a generous median. Though expensive, this extra road space could be repurposed to widen the sidewalks.
33	I would like to see vehicles get a smaller portion of the roadway. Encouraging cyclists is what we should focus on and that means making our biking options the most friendly.

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34	I like that concept 1 minimizes conflicts between bikes and cars, including turning vehicles. Cars travel so fast on NY Ave that the greater separation from the road feels important for bike safety. And since there is room, I also support separate paths for bikes and pedestrians.
35	I'm hesitant to vote for 4 without having a confirmed alternate route. I would hate for this to turn into a situation where "we'll provide bicycle facilities later" and later never comes.
36	Seems like pedestrians usually meander into cycle tracks no matter what.
37	Concept #3 (cycle track adjacent to road) would more than likely result in lots of road debris in the track, not to mention people parking in the track if their vehicles are capable of it. If cycle tracks are to be embarked upon (and I desperately hope they are after using them in other cities) they need to be separated from traffic, either by parked cars or by other barriers.
38	more traffic lanes to reduce enormous congestion on NY AV. Not clear what happens to all the curb cuts.
39	On the New York Avenue bridge, the wide driving lanes and generous median should be narrowed to relieve the cramped conditions for bikes and pedestrians. The cars don't need as much space as they have, and bicyclists and pedestrians need more space to feel welcome and comfortable. In particular, the north side sidewalk is too narrow to accommodate two-way bicycle traffic.
40	Why don't the options include further reducing main motor vehicle space allotment? We don't need 11-foot motor vehicle lanes. 9-foot motor vehicle lanes are sufficient. Two motor vehicle lanes are sufficient.
41	I am a pedestrian, cyclist, and car-driver in DC. I see more pedestrians walking in bicycle lanes than I do bicycles on sidewalks (e.g., on 15th St, on 14th near the White House, etc.). Pedestrians must be kept out of these lanes if they are supposed to be separate; how will you ensure that they cross the street to use the pedestrian areas?
42	None of the concepts properly address conditions on the NY Ave bridge and the intersection with Florida. If the bridge roadway was given the same configuration as NY Ave east of the tracks (narrower lanes, no median), you could free up enough space to add a bidirectional cycle track in the roadway. There's no reason the bridge lanes need to be wider than those on either side.
43	Separated and protected trails for pedestrians and bikers are ideal.
44	Adding a safe bicycle route to New York Avenue would open up the city in a way that the current, off-NY Ave routes (Metropolitan Branch Trail) do not.
45	NYA needs to have bike lanes or cycle tracks.
46	Need protected bike path separate from sidewalk
47	We need more information about where the bike route off of NY Avenue would be. NY Avenue is unique because it's on a diagonal street and presents a faster route. This is much more appealing than several streets with north/south or east/west switching.

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48	It is as important to keep cyclists and pedestrians separate as it is for bikes and autos.
49	If you are going to provide some kind of infrastructure for bikes and pedestrians, you have to separate them, or lawsuits will mar a beautiful vision.
50	Cars, pedestrians, and bikes all share the road regardless of how it is set up. Even if you create bike routes outside of NY Ave, cyclists will still use NY Ave if it is the fastest way to get to their location. This creates safety issues if there is not adequate protection/separation.
51	I am in favor of any concept that separates cyclists from pedestrians and motor vehicles.
52	I think it is very important to have cycle track wherever possible to separate motor vehicles and cyclists, for a safer ride
53	Sharing a path with pedestrians and cyclists can be quite dangerous but it is preferred to no paths on NY Ave at all.
54	Bicyclists need to be physically separated from cars. It's too expensive to have the cycletrack on the south side of the street. Concept 4 doesn't achieve the goal of making NY Ave more bike/ped friendly, it just moves those who travel by bike or walking off of NY Ave.
55	Cannot waaaaait for some bicycle accessibility on NY ave...way to go!
56	This information is not sufficient to make informed selections. The survey is poorly executed. I would prefer a meeting or receiving this information in a format that is easy to see and read.
57	I'm worried about the cycle track being on the south side of NY Ave. (Concept 3) because I know how many times the cycle track would be interrupted by streets, driveways, etc. It seems to me that the exposure to turning vehicles would make that a much more dangerous option than Concept 1. I encourage DDOT to show how intersections would support safe crossing from the north side cycle track, so that people feel more confident that they could travel on the north side, but safely access businesses, destinations on the south side of NY Ave.
58	Get the bikes off NY ave.
59	North should be primarily bike/shared as there aren't as many curb cuts. South should be primarily pedestrian. I like 1 and 2 because there are more rows of trees.
60	Cyclists are going to take the most direct route possible, so there might as well be bike infrastructure on New York Avenue itself.
61	In addition to being on N side & bike / ped separation, I love the idea of additional trees in Concept 1

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62	Concept 1 is preferable -- placing bicyclists on the north side of NY Ave allows them to avoid car traffic via road intersections, until at least east of 16th street (depending upon how far the project goes). This reduces the chances of dangerous crossings/turnings, and allows bicycle commuters to maintain a decent speed without intersection interruptions. It also provides a safer environment for cars. Concept 3 is the second most preferable, because like #1, it separates bicyclists and pedestrians. However, placing the trail on the south side may be less convenient for everyone. The other options are the least preferable, because they combine pedestrian and bicycle traffic into a multi-use sidewalk/trail, which is unnecessary and potentially hazardous since the trail will likely become a major commuting route for bicyclists.
63	I prefer a cycle track of some kind to shared paths/sidewalks. I also prefer the north side trail to the south side, but that preference is weaker than the preference for separate bike/ped facilities.
64	Prefer putting cycle track on the south side, to minimize at grade crossings of New York Avenue, which involve wait time at signals and conflicts with motor vehicles. The north side has few destinations, and abuts the railway tracks. Adding the cycle track on the south side has the added benefit of moving the road further from the development occurring on the south side of New York Avenue, making it a safer and more comfortable place for pedestrians.
65	Because there are few active land uses along the north side here, pedestrian traffic is unlikely to be heavy enough to require
66 (pop-up)	Make it known that DC is a city that loves bike and ped traffic!
67 (PM#2)	1, 2, 3 are the only reasonable options. Bike additions in 4 should happen anyway.
68 (PM#2)	Bicycling is not of great importance on NY Ave as the safest route to the NE border is via Bladensburg Ave.
69 (PM#2)	On North side: Shared wide path w/trees only; on South side: Cycle track and sidewalk
70 (PM#2)	Biking/pedestrian on south side no divider but bike lane indicator
71 (PM#2)	I like the North side protected bike lane b/c the street crossings on the South side are dangerous.
Question #3	How likely are you to follow signage that encourages you to walk on the south side and bicycle on the north side of the New York Avenue NE Bridge near the Metropolitan Branch Trail?
Question #4	How likely are you to walk or bike on a sidewalk or trail on the north side of New York Avenue NE if you are required to cross New York Avenue NE at-grade?
Question #5	How likely are you to use a multi-use trail that crosses over New York Avenue NE via the unused Railroad Bridge and continues along the train tracks and behind the businesses to Bladensburg Road?
COMMENTS	
1	This is hard to answer. It would depend if I wanted to get to the businesses on the south side of New York Avenue, or to other areas south of NY Avenue. If I just wanted to get straight over to Bladensburg then this would be fine.

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2	I do like the trail idea if there was easy access to businesses along the route and that it was safe. Also, would it be easy to get on the trail or would I only be able to get on it at certain points?
3	I live far from there. I would probably use it when in the area, but that would be infrequent.
4	<p>The bridge in its current form will not work for cyclist and pedestrian safety. The bridge's sidewalks are just 5 feet wide between two railings and will not safely handle two-way bicycle traffic or safely mix pedestrians and bicyclists. You must expand room in this segment devoted to pedestrians and cyclists. At the bridge, New York Ave widens from 71 feet to 82 feet across and driving lanes widen from 11 feet to 12 and 13 feet with a generous median; it would be reasonable to add an option that would reallocate much or all of this "extra" space to widening the pedestrian and cyclist access instead.</p> <p>Please show another option for safe cyclist passage across New York Ave NE in case the Railroad Bridge option is not feasible.</p>
5	Great idea, it just needs smooth connections back to NY on both ends.
6	I like this idea!
7	Mixed bike and pedestrian trails make for SLOOOW biking, which would encourage me to use the road to get to my destination efficiently.
8	I'll use the north side IF you give me a safe way to get there. Right now, there is no way to do that, AND your plan doesn't include one.
9	Cyclists and pedestrians need safe access to the NY Ave. NE bridge and sidewalks must be widened to allow for safe two-way traffic. There is currently not room to allow for bikers, let alone bikers and walkers.
10	Yes, especially if new business are going up there!
11	I'm assuming it would be similar to the MBT.
12	I'd use it, but only as a thoroughfare to get from the beginning to the end of the trail. If I had any plans to stop at a building or storefront along that stretch of NY Ave, I would use the southside sidewalk for the entire trip.
13	We would love to see that bridge used as a ped/bike crossing, but would want to see an access point at Montana ave. (stairs/ramp)
14	What does question 4 mean. "At-grade"?
15	The crossover seems like a good idea if it is eventually going to go somewhere - such as a connection between the MBT and the ATT over the river. Presently, unless there is also the southern trail going to T St., you can't even get to the Arboretum. The goal should be to find a way to the ATT that doesn't require heading south on Benning in order to go north on the ATT. But I definitely think the northern trail could be useful with destinations in mind.

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16	<p>I ride a variety of loops starting and ending at Lincoln Park on Capitol Hill. These often include the Metropolitan Branch, Anacostia Riverwalk Trail, Anacostia Trail, Northeast and Northwest Branch Trails, and the Sligo Creek Trails. (I ride the C&O, Mt. Vernon, and WOD as well, but the east side routes are the easiest choices for me.) I will follow the line of least resistance, so I will go with whatever infrastructure is built. The key point is lateral movement connecting the existing major trails, in this case the Metropolitan Branch and Anacostia Trails. New York Avenue is a natural corridor and a great place to start, but additional east-west routes need to be established over time (to draw more neighborhoods to the resource).</p> <p>While it is outside the scope of this project, a direct trail connection to the Arboretum is vital. The New York Avenue entrance should be routinely open, and the Maryland Avenue entrance should be reopened. A trail crossing of the Anacostia along New York Avenue is also important to connect to the Anacostia Trail.</p>
17	<p>I'd like to see urban design where the priority is people, not automobiles.</p> <p>I think bicycle safety is extremely important and I would like to see that reflected in the final design.</p> <p>My priorities are</p> <ol style="list-style-type: none"> 1) pedestrian and bicyclist safety 2) increasing green space <p>one of the great benefits of urban life is being able to get to your destination without a car.</p> <p>Thank you, Matt</p>
18	<p>If the WB route allowed cyclists to connect to NY Ave at the bridge crossover instead of having to go over NY Ave, double back onto 16th NE, then re-cross NY Ave *at grade* to continue WB on NY Ave, then this becomes much more reasonable. Otherwise, this seems more of a hassle, especially if the path doesn't continue past Bladensburg.</p>
19	<p>Put separated bike lanes along car lanes because bikers need/want to go to the same places that cars do. Deprioritize cars in the District by Reprioritizing pedestrians, bikers, and public transportation!</p>
20	<p>The multi-use trail that is away from cars sounds great. I have no idea what you mean by at grade so I used unlikely as I don't know.</p>
21	<p>i don't want to cross NY ave at grade if possible - too much fast aggressive car/truck traffic</p>
22	<p>This seems very unsafe for anyone trying to travel at night. There would be little police presence and plenty of opportunity for those up to no good.</p>
23	<p>Only issue would be safety. That area is still rough.</p>
24	<p>As long as measures are in place to make the path along the train tracks and behind businesses safe!</p>
25	<p>Would require clear signage.</p>
26	<p>Riding a bike uphill just to cross NY Ave will be a pain and might not be worth the effort</p>

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27	I would be much more inclined to use such a trail during evening hours if there were businesses or housing with a few of the trail, which would make it much safer. I'm guessing the restrictive zoning board and NIMBYs would never allow this, though.
28	Extremely likely
29	It depends -- if there's a faster way, i might take it. If the cycle routes link up and don't dead end -- i'll be more likely to take it. If i have to cross the street at long lights all the time and delay my trip - no way.
30	If I had to go in that direction, then I would use the bridge.
31	Re: question 3. Bicycling on the North side of NY Ave near the MBT is completely dependent on an efficient connection between the trail and the North side of NY Ave.
32	It is unlikely people will use the north side at all, as it is functionally isolated from anything that a pedestrian would want.
33	A better pedestrian/bike crossing would be to create something that goes over New York ave from R street. This will connect eckington to union market and encourage bikes and pedestrians to avoid a very busy road. We should never encourage bikes onto Florida or New York. It's dangerous and not fair to vehicles.
34	It is critically important to widen the sidewalks on the NY Ave bridge - it's absurdly narrow now. If you seriously want people to consider NY Ave a biking/pedestrian route, it's essential to have a good broad sidewalk over the bridge - that's the gateway to welcome users to the better bike lanes and sidewalks on the other side of the bridge. Having such narrow sidewalks where bikes and pedestrians are running in to each other will seriously reduce the use of the new facilities on the other side.
35	I like this!
36	If it's safe - a lot of people don't use the Met Branch Trail because of safety issues.
37	Can't tell from the map where this would get me -- it would just dump out on Bladensburg Road?
38	It would need to be designed for cyclists to easily use the bridge i.e. No meandering ramps, stairs, or going out of the way to access it.
39	I'm concerned this isn't a good option bc of difficulties securing access to the railroad bridge. Please continue to suggest additional options.
40	Can't wait to see DDOT deliver substandard cycling facilities!
41	I need more information about the feasibility of this project to give an answer.
42	If this is a separate, bicycle-only trail with no car traffic, it seems like it could be unsafe for solo cyclists, especially women. I would not want to bike alone on a trail that has no car traffic (separately) to watch. The Metropolitan Branch trail now has issues, and I wouldn't bike at night on it.

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43	I'll be especially likely to cross at grade as a bike/ped if the crossing is protected (tighter corners, physical barriers/bollards) and signaled (bike signal). Complete separation of uses (elevated ped/bike walkways) should not be necessary in the heart of a community like this. They remove life from the street, killing businesses encouraging vehicles to drive more recklessly. Again, the mixing should occur for vitality purposes, but only with the highest safety standards in place for ALL road users, especially the most vulnerable.
44	Depends on where I am going and how far out of the way AND how much safer would be it.
45	This option already exists - anyone can bike by the Union mkt that would eventually take you to Bladensburg. Why would you cross to the north side and then try to go back to the south?
46	I'm not quite sure where this is but I might use it. Going over a bridge on a bike can be a pain though (all that climbing).
47	My only concern is with crime. Having a path that is not highly visible from the road may bring more theifs along the trail.
48	what happens after Bladensburg? Access to Anacostia River walk/BIKE? Arboretum? Would like to avoid Circle. Anything that improves DC gateways is important. NY Ave should be boulevard, not a trash dump.
49	if mixed use only for a small portion for crossing
50	As long as a route is safe for bicycles, I'm likely to use it.
51	<p>The road network is incredibly valuable for transportation. It gets you there in the fastest way with the most possible right-of-way. It has many destinations and departure points all along it.</p> <p>The trail described -- essentially a side-path -- would be nice for recreation, but should not be thought of as a real alternative to safely accommodating cyclists on the actual road transportation network.</p>
52	Use of the unused railroad bridge could be a supplement, but not a substitute, for reform of New York Avenue. Access to developments along New York Avenue--for pedestrians, wheelchair users, bicyclists--should minimize elevation changes.
53	Looks like this could help with access to the Anacostia river for folks in this neighborhood. Good!
54	Very supportive of multi-use trails that are separate from vehicular roads. Please ensure there is also adequate lighting for safety purposes.
55	Some of this is a little hard to visualize. I think that most people will be less likely to use trails/bike lanes with lots of steep hills. But a few hills are probably fine.
56	Indirect travel discourages well intentioned plans
57	If it's well marked in advance to show that it's there and where to access it
58	not if it forces a detour
59	The most important thing to to have separated and protected facilities for bikers and pedestrians. If they must follow instructions or cross to get that then so be it.
60	I think it's a great idea! I just don't frequent that area.

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61	This option is appealing but it would need to be safe. At a glance it seems to have the potential to be like the MBT where there's less visibility and opportunity to attack lone bikers/walkers.
62	I don't know for sure, but I would be unlikely to use a trail separated from all other contact with people in that area because of safety concerns.
63	Conversion of railroad tracks to bike trails have worked well elsewhere. I encourage this use.
64	Signage needs to be clear and there should be better map resources online for commuters to understand that option. Generally, a protected bike lane (divided from street like on 15th street nw) is the best option.
65	Please! Rails to Trails!
66	having the bridge available would make me much more likely to use this trail
67	All these behind business trails are hotspots for crime. I avoid.
68	I very much like to use pathways without cars if possible, as long as its not too far out of the way.
69	Can DDOT really get these bridges? If the agency can't then what is the proposed solution? Can we have more info re: those southern green lines- are the "route options" protected infrastructure? They need to be if that northern, bridge-dependent route is not feasible. Please include Bladensburg Rd NE in the project scope, as well. It desperately needs accommodations for bicycles and is a key facet to connecting to the Arboretum which was clearly a priority of people who participated in and responded to Meeting #1. Thank you!
70	Question 4 is unclear.
71	This raises safety concerns.
72	I feel like question #4 is a bit of a trick. If the crossing is at-grade BUT at a signalized intersection where I have a dedicated signal timing, then I'm very likely to do it. If it is at-grade, but not at a signalized intersection, with a guard rail in the way of the sidewalk (current conditions at crossing at 4th St NE) then I'm unlikely to cross.
73	Hard to know what this connects to. Reeks of another bike lane to nowhere that DC is famous for.
74	The shared bicycle & pedestrian design for the bridge is not acceptable. When space is tight, cars win, & bikes + peds get whatever is left over... the scraps.
75	For questions 3-4... I would use the North side for biking but theres no way to get to it from the MBT. We would need a ramp from MBT to North side of bridge. So I answered Unlikely for #3. But if you make it easy, people will do it because there are no more lights the whole way to Ivy City. Itll be quick on a bike.
76	Having an off-street trail would encourage more new riders and casual riders,. It would also be good for children.

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77	Connectivity on the east end is crucial to this answer. If it ends above Bladensburg Rd without a convenient connection down to street level, unlikely, but if a connection to a future Bladensburg protected bike lane is possible, then it would seem ideal.
78	I biked through the NY and Montana Ave circle last weekend and it was terrifying. I would use any alternative to that.
80	It would depend on the connection to Bladensburg Road.
81	I'd like to see both of these routes. For bicyclists heading SW on Bladensburg, the trail along the tracks and the bridge provide fast access to Ivy City, and avoid crossing New York Avenue at grade. The southern routes is needed to connect existing and future land uses with the National Arboretum.
82	For 3/4/5, it is imperative that the connections be seamless and appealing. If 'pedestrian-only' facilities offer easier connections to adjacent bike routes, cyclists will use them regardless of what a sign says.
83 (pop-up)	Not clear on Q5? If the facilities and signage are good, I'll follow the rules.
84 (PM#2)	Pedestrians and bicycle movement needs improved integration affording maximum safety
85 (PM#2)	If the brige sidealk is only 5' it cannot be the default bike or pedestrian route.
86 (PM#2)	Bladensburg to 6th St via H St, I, and L Streets NE to Massachusetts Ave toward Union Station is th safesty bike route to downtown.
87 (PM#2)	I don't trust safety of 'remote' trails in DC
88 (PM#2)	Depends on where I am going at the time
89 (PM#2)	Makes sense; Sure. Don't put ped bridge across!; Highly creative idea.
90 (PM#2)	Not sure - If at-grade crossings are signalized and prioritize my safety
Question #6	Rank the site features you prefer for the future design of Montana Avenue Circle. (1=most important, 3=least important)... >> Landscaping treatments; Gateway features (public art, signage); and Space for bicyclists and pedestrians to use refuge islands.
COMMENTS	
1	Are these mutually exclusive? Obviously there needs to be some signage, but some landscaping treatments and some public art would be nice. The most important thing is for people to be safe.
2	If the space for bike/peds option is chosen, please be mindful to have a space that fits more than two people.
3	Please do more to increase non-motorist safety in this circle. You should remove slip lanes (which encourage high speed vehicle turns), widen medians, and reduce the number of lanes entering the circle.

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4	I love public art too, but whether its art or landscaping, wind block would be important for this area to be a pedestrian/biker friendly refuge.
5	None of this makes cyclists or pedestrians safer. Please include more safety improvements into the design for this intersection. Please remove the slip lanes, which encourage high speed vehicle turns, please widen medians, and reduce the number of lanes entering the circle.
6	this should be more simple. too distracting. cars peds and bikes need to be paying attention in this busy confusing area
7	If the art or landscaping is too high, it will be difficult to read signs and get one's bearings at the circle. I'd rather have very clear signage and plenty of space on islands for pedestrians and cyclists. I currently avoid this circle even when driving, as it is so difficult to navigate.
8	I'm not crazy about either of these options. Cyclists should be able to proceed as a vehicle and not have to stop unnecessarily in "Islands". This would probably be best achieved by some kind of bike lane onroad.
9	<p>I'm a bit unclear on rank ordering of these three. Pedestrian and bicyclist usage of refuge islands is perfectly consistent with landscaping and gateway features, if the latter are properly designed. The reality is that landscaping elements in very small, isolated areas like refuge islands, in the middle of heavily trafficked highways, are unlikely to be well maintained. A mix of hardy trees and public art would be appropriate, and both are compatible with a sidewalk, which is all that cyclists and pedestrians need.</p> <p>In a perfect world, with cost as no object, we would put New York Avenue below grade and restore the Montana Avenue Circle as a small park. But that's probably not in the budget.</p>
10	<p>I'd like to see urban design where the priority is people, not automobiles.</p> <p>I think bicycle safety is extremely important and I would like to see that reflected in the final design.</p> <p>My priorities are</p> <ol style="list-style-type: none"> 1) pedestrian and bicyclist safety 2) increasing green space <p>one of the great benefits of urban life is being able to get to your destination without a car.</p> <p>Thank you, Matt</p>
11	I don't know where this intersection is, but we need to address the mess that is FL Ave and NY Ave. The Wendy's needs to be moved to next to the McDonald's by imminent domain and the unused open parking lot area to the West of this mess needs to be opened up to allow for better traffic flow. Basically the entire intersection needs to be redesigned. It's a traffic nightmare and a safety menace.
12	This should be transition space. This is a very dangerous intersection due to design and speed of traffic, and of course fact that police no longer enforces traffic violations.

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13	I would do whatever is fastest and least effort. Therefore, if there is a cut through -- I'll take it.
14	Where is the bike lane through the Montana intersection? There's a bike lane proposed nearly all the way to this point, and then it stops right at one of the most dangerous intersections? The islands are a small improvement but not nearly enough.
15	The current public art situation on H Street and New York Ave suggests to me that DC makes questionable decisions on public art. I LOVE public art, but it has to be done well. I am so excited by the idea of making this circle more hospitable to ped/bikes and to making it a nice gateway. I think that the bike/ped accommodations and landscaping will, on their own, be a nice gateway. I want to communicate to everyone coming into DC: you are entering a city where the safety and well-being of bicyclists and pedestrians is paramount.
16	Can't wait to see DDOT deliver substandard cycling facilities!
17	What is most important is more safety features for cyclists and pedestrians, as this is a dangerous intersection! Please remove slip lanes, which encourage high speed vehicle turns, widen medians, and reduce the number of lanes entering the circle. Public art and green infrastructure are nice amenities, but they are not enough, and do not make bicyclists and pedestrians safer from vehicles.
18	A circle this fragmented by roads should not even pretend to be public space. Nobody sits on a traffic median for fun; humans desire semi-enclosed, peaceful spaces with other humans. Given that, focus this space on accomplishing its other goals well: transport all users SAFELY to their destination, provide some ecosystem services if possible, then beautification/branding as the lowest priority.
19	Neither of these designs is sufficient.
20	What is a refuge island? Why would I want to stop there?
21	No pedestrian or bike traffic that I have seen in all the years I have been on NY Ave.
22	Please consider making this intersection safer by removing slip lanes. Refuge islands are helpful, but it would be nice if there was less to take refuge from--i.e., if there were fewer points of conflict between different modes of traffic. While it might be a slight inconvenience to vehicles turning, removing slip lanes would also decrease speeding and encourage drivers to check for bikes and pedestrians while turning.
23	Include more safety improvements into the design for this intersection. DDOT should remove slip lanes, which encourage high speed vehicle turns, widen medians, and reduce the number of lanes entering the circle. While they are nice amenities, public art and green infrastructure are not enough, and do not make bicyclists and pedestrians safer from vehicles.
24	these dont seem they should be mutually exclusive

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25	<p>Space for bicyclists and pedestrians will increase safety. It could save lives. This should clear rank far, far above landscaping, art, or non-safety-related signage.</p> <p>Thank you very much for holding this survey. I hope you will make the results public so that residents can participate more fully in the process.</p>
26	Most important thing: make this an inviting space for pedestrians, bicyclists, and wheelchair users.
27	this intersection needs so much help. Anything I'm sure will be an improvement, but how about a true traffic circle without all the stop lights? And if you have to keep the traffic lights (sad that DC drivers can't learn how to use them best), how about spending some time/money on improving traffic light timing. Intersections (almost throughout the whole city), seem to not be linked from a timing perspective. You get a green one intersection, to proceed to the next, where it turns red as you arrive. The timing of lights should be a high priority... Thanks for listening.
28	I support narrowing lanes as much as possible to slow traffic.
29	Vehicles speed through this circle at high speeds that are unsafe; should also consider speed bumps or treatments to deter this and keep traffic moving at a safe speed.
30	Thank you for making these improvements! They are sorely needed in this area of the city. I live near the Montana/NY Ave interchange but only ever drive through there because it's so unfriendly to pedestrians and cyclists. I would love to be able to use protected lanes to bike from Brookland/Brentwood to the New City development and Ivy City!
31	Landscaping is a nice touch for aesthetics but not as important as bike and pedestrian safety if one has to be sacrificed for the other.
32	It's disappointing that neither concept entails actual changes to the road geometry. Public art and landscaping are nice, but they don't replace actual safety improvements.
33	Protection for pedestrians and bicyclists is of utmost importance.
34	I would put landscaping and features as equal weight. There should be able to be green features and art at the same time.
35	<p>Safety of pedestriand and cyclists must come first.</p> <p>Slip lanes should be removed, as they encourage high speed turns. Medians should be widened, and the number of lanes entering the circle should be reduced. I fully support and encourage the green infrastructure and public art, but they do not protect pedestrians and bicyclists from vehicles.</p>
36	I value greenspace highly, but potential for artwork in this vision allows opening for community buy-in and a modicum of youth participation in artwork creation and selection. So that's a priority. Above all, though, safety comes before art or greenspace.

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37	Incorporating green infrastructure, trees, and better plantings is a big plus for me. I am in agreement with WABA's comments on this plan. See: http://www.waba.org/blog/2017/05/make-new-york-avenue-a-better-place-to-bike/
38	We need safety improvements at this circle, not art or landscaping!
39	The survey should have clearer drawings and larger font.
40	Does the first image show existing conditions? If not, what is the current condition/configuration? This intersection needs a dramatic overhaul. How is the project going to change traffic flow? That's what I'm most interested in. Adding public art and landscaping does not help me navigate the intersection by bicycle. Will there be dedicated signal timing for bikes? How will the gateway features make conditions more safe for pedestrians? I'm having a hard time understanding where the tangible safety upgrades are happening.
41	None of these things are important. NY Ave is a freeway in this section - why even have a traffic circle here?
42	MUCH more can be done here for safety. This intersection is a car-centric hellscape. Surely a few plants and signs will do almost nothing for creating a safe walking and cycling environment. Create protected bike lanes, reduce ped crossing distances, remove excess travel lanes, cut vehicle speeds. These are real solutions. What was proposed is purely cosmetic.
43 (pop-up)	Would be great to connect the bike lanes to the MBT. Also on the MBT would be great to have designated work out facilities along the MBT.
44 (pop-up)	Don't do public art, DC has a poor track record. Where is MBT connection?
45 (PM#2)	Safety for vulneralbe users has to be the primary fous, then visuals. Be sur to remove the double permissive vehicle right turn from NB Bladensburg onto EB NY Ave - protect peds crossing there.
46 (PM#2)	Needs better 'welcome' feeling - people speed b/c it feels like highway
47 (PM#2)	I would rather see a new circulator bus, bike and pedestrian infrastructure before seeing public art in the circle.
48 (PM#2)	Storm H2O management
49 (PM#2)	We need to dramatically reimagine this intersection, small refuge not enough! Protected bike lanes through the intersection; Bike/Ped only signal timing